



GLEN CANYON NATIONAL RECREATION AREA CURRENT ISSUES

Low Water

Castle Rock Cut – The National Park Service and ARAMARK have issued a contract to conduct a value analysis on the feasibility and cost effectiveness of excavating Castle Rock Cut. The latest Bureau of Reclamation projections indicate the lake level will go down to a low of 3585' by next spring (115' below full pool).

Hite Marina - Due to heavy silt loads on the Colorado River and Bureau of Reclamation projections for lower lake levels this fall and winter, the floating facilities at the Hite Marina have been moved downlake to other marina areas. There are no launching facilities at Hite. The land-based facilities (store, fuel, dry storage, campground, and ranger contact station) remain open to the public. The buoy field will remain in place as long as the concessioner can provide support services. With the removal of all floating facilities at Hite, the floating pumpout/dump station from Halls Creek has been relocated to the mouth of Farley and White Canyons (mile marker 135) to provide boaters access to a dump station for vessels and portable toilets. A river runner take-out has been established on the west side of the river at the old Hite Marina site. This is not a launching facility.

Other Areas – This coming winter the low water levels may again create trail access issues at Rainbow Bridge NM. The current walking distance from the courtesy docks to the viewing area of the monument is nearly 2 miles and will increase as the lake level drops.

Low water levels have cut off vehicle access to the lake at several popular primitive camping spots including Dirty Devil, Farley Canyon, White Canyon, Crosby Canyon, North and South Bullfrog. Low water has necessitated rerouting boat traffic around Padre Butte and creating a wakeless zone at the junction of the main channel and the entrance to Wahweap Bay.

With the Bureau of Reclamation projections for the lake level to be at a low of 3585' by next spring, all public launch ramps will again require extension, or in some areas may require looking at new launch ramp locations, to maintain access by park visitors to the lake. Due to shallow water, launching at the Bullfrog public launch ramp is currently "at own risk" with limited launch lanes available. NPS recommends launching large vessels at Halls Crossing.

Launch ramp closures in the uplake area, in addition to Hite, include both the Bullfrog and Halls Crossing Ferry Ramps. The Lake Powell Ferry continues to be operational for this season launching from Hobie Cat Beach at Bullfrog and from the public launch ramp at Halls Crossing. Due to terrain, the existing ferry ramps at both locations cannot be extended. Halls Crossing launch ramp is open.

Stateline launch ramp is closed for launching of vessels. The ramp may be used for parking and off-loading of kayaks and canoes. The courtesy docks have been moved to the shoreline to accommodate houseboat loading and unloading from Stateline parking area as long as water levels permit. The boat pumpout at Stateline has been moved further out into deeper water to allow continued use this year.

The Antelope Point launch ramp is closed for launching of vessels. The ramp may be used for parking and off-loading of canoes and kayaks. This leaves only the main launch ramp at Wahweap available for launching vessels for the downlake area. This ramp is currently either dirt or asphalt, be prepared for uneven surfaces. Boaters should be prepared for launch lines and delays, especially during weekends and holidays.

Uplake Planning & EA

As a result of the lowering lake levels and the many challenges it has brought for now, and in the future, to maintaining facilities at Hite and other uplake areas, the NPS will initiate a public planning effort this fall to address how we can best meet these challenges and continue to protect park resources and provide quality visitor services. This planning effort will cover the uplake area, including Hite, Halls Crossing, and Bullfrog.

Personal Watercraft Final Rule

May 2003, the NPS published the release of the Final EIS for Personal Watercraft Rule-Making. The preferred alternative incorporated substantive comments from the public's review of the draft document.

Effective May 10, 2003, the NPS and Bluewater Network reached an agreement to temporarily lift the closure to personal watercraft on most areas of Lake Powell until September 30, 2003. The agreement was reached in order to provide the public use of personal watercraft on Lake Powell while the NPS continues to complete the environmental analysis and rulemaking. Under this agreement, there are some prohibitions on the use of personal watercraft on Lake Powell. They include the entire San Juan Arm and above mile marker 108 (Knowles Canyon) to the border of Glen Canyon NRA.

June 27, 2003, the Record of Decision was signed by the Acting Regional Director identifying Alternative B as the selected alternative. With the Record of Decision, the NPS has forwarded the Final Rule, based on the selected alternative, to the Department of Interior and Office of Management and Budget for final review and publication.

Until the Final Rule is published, Glen Canyon National Recreation Area is under the terms of the May 10th agreement with Bluewater Network for any personal watercraft use on Lake Powell.

Wahweap Wastewater Treatment Project

NPS and ARAMARK staffs have been working with the City of Page and have completed the design phase of the project. The project involves three phases. The NPS has contracted with Ryan Company, Taunton, Massachusetts, to construct the pipeline from the existing site at Wahweap to the City boundary (this includes the construction of the bridge crossing) and installation of one lift station for the first phase. The City has issued a building permit to ARAMARK to install one lift station and complete the connection to the City system from the park boundary to the City's plant for the second phase. This phase is being funded through the use of concession special account funds. The third phase is to rehab the existing site at Wahweap. The second and third phase of the project will be advertised in the near future.

Wahweap Development Concept Plan (DCP)

July 11, 2003, Glen Canyon National Recreation Area announced the release and public comment period for the Wahweap Draft DCP and Environmental Assessment (EA). The DCP will guide the future development of services, facilities and infrastructure in the Wahweap area for the next 10 to 15 years. The public comment period was extended through September 5, 2003.

This planning effort is part of Glen Canyon National Recreation Area's (NRA) commitment to provide quality public services and facilities to meet visitor needs. An EA has been prepared to evaluate the range of alternatives presented in the DCP for environmental impacts and to assure that the plan meets the goals and objectives of the NRA's General Management Plan.

Wahweap Downlake Contract/Prospectus

The original term of the 1969 contract which is currently held by ARAMARK ended on December 31, 1998. Extensions have been granted on this contract term to continue visitor services, including lodging, food service, marina moorings and services, houseboat and powerboat rentals, and retail fuel, grocery and gift outlets through December 31, 2004. The contract and prospectus development process is anticipated to result in increased competition and a business approach to the contract development and administration resulting in quality visitor services and appropriately developed and maintained visitor facilities. Release of the prospectus is anticipated late in 2003 and it is our goal to have the new contract awarded by the end of 2004.

Antelope Point Resort and Marina

Antelope Point Holdings, LLC, was selected as the developer for the project and awarded both the Navajo Nation Business Site Lease and the National Park Service Antelope Point Marina and Resort Concession Contract. Construction began in July to rough grade roads, parking lots, ramps, and dry storage areas for the marina development. The grading work is expected to be complete by the end of August with paving starting in October.

Utility installation work has begun and it is anticipated the marina walkway materials will be delivered on-site by September 15th, with assembly and installation expected to be complete by mid-November. Upon completion of the walkways, wet slip construction will begin. The dry storage area is expected to be ready for vessels in October. For additional information on the project visit Antelope Point Holding's web site at www.azmarinas.com.

Land Exchange

On July 2, 2003, the President signed legislation authorizing the exchange of land owned by Page One, a private developer, for recreation area land west of Highway 89 just north of the Utah State line. This exchange will prevent private development on approximately 122 acres east of Highway 89 that would have been in the middle of the scenic approach to the recreation area as visitors come south from Utah. NPS will exchange approximately 312 acres which, along with other property owned by Page One, will allow the development of an upscale community that will be a gateway to the 40,000 acre block of land owned by Utah State Institutional Trust Lands Administration.

The lands within the park are located on the west side of Highway 89 adjacent to lands owned by Page One and they are topographically and visually isolated from the rest of the park. The exchange will protect the view shed of Lake Powell (within Glen Canyon National Recreation Area) from potential development on this piece of privately owned land. The potential for development of this piece of property is high, with direct access from Highway 89, water well on the premises, and unobstructed views of Lake Powell.